

Report on 2015 Connecticut Safe Teen Driving Conference

“Are We There Yet?”

Presented by

**The DMV Commissioner’s Advisory Committee for
Teen Safe Driving**



Hosted by





STATE OF CONNECTICUT
Department of Motor Vehicles

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On January 22, 2015, teen-safe driving advocates from around the state gathered for one day to discuss the progress of safety initiatives for 16- and 17-year-old drivers. It was the first gathering of advocates for a concentrated review and assessment of teen safe driving laws as well since the passage in 2008 of new laws. Connecticut started its move into Graduated Driver Licensing on January 1, 1997, when the state first required a learner's permit. Prior to that change, learner's permits were not required for anyone. The new permit mandated various training requirements, including home training for six months or driver's education for four months prior to taking a road skills test for license.

Yet, the permit and its training requirements alone did not reduce the significant number of injuries and deaths for 16- and 17-year-old drivers. In 2003 the state legislature passed the first set of curfew and passenger restriction laws to become effective in January 2004. They stemmed in particular from a fiery crash in Glastonbury two years earlier in which three seniors in high school as well as a 38-year-old father of three in another vehicle were killed on a December evening on Hebron Avenue. The crash added increased attention to a growing debate about curbing the driving privileges for 16 and 17 year-olds. In 2007 another series of high-profile crashes occurred, taking the lives of teen drivers and their passengers. Again the state was riveted to these drivers' behaviors as well as whether training and restriction laws for this age group were doing enough.

Convened in the fall of 2007, a Governor's Task Force on Teen Safe Driving recommended the following spring changes that included extended curfews, passenger restrictions, beefed-up training, enhanced penalties, including fines and license suspensions for violations. It also recommended the first in the nation 48-hour suspension of a license for just a charge of violating the laws and a two-hour joint parent-teen information session required for any 16 or 17 year-old seeking a driver's license. The Governor and the state Legislature adopted these recommendations into new laws, which started on August 1, 2008.

In the last seven years a movement dedicated to public education, public health initiatives and community outreach developed in Connecticut to spur discussion and create momentum for parents, teens and communities to become more aware of safe

driving practices. I believe the findings from this conference and this accompanying report can continue the discussion on teen driving throughout the state. It provides further data for improving approaches to an already strong public policy and public health program.

I would also like to thank Tim Hollister and Mario Damiata, both on the Commissioner's Advisory Committee for Teen Safe Driving, and Bill Seymour from DMV, for compiling these proceedings as a record of the conference. Their work helps to documents this important discussion.

Summary Comments of Morning Speakers

Introductory Remarks

Welcome: Henry Edinger, Chief Customer Officer, Travelers Insurance

- Safe driving is important to the Travelers and its employees on both a business and personal level. Prevention and education are part of the company's business model but employees with teenage children also have a personal stake in the teen driving issue.
- The Travelers is proud to be a part of the teen safe driving movement in Connecticut and is looking forward to developing the next steps in addressing the problem to complement the success of the State's graduated driving license (GDL) laws.
- The annual teen driving video contest (one of the oldest in the country) has reached thousands of students with powerful peer driven safe teen driving messages and has helped to change the culture of risky teen driving behavior. As successful as this program has been, the Travelers continues to be open to new ideas that the private sector can further support to advance the cause of safer teen driving.
- With passage of one of the strongest GDL laws in the nation and an active teen driving coalition effort, Connecticut has done much in such a short period of time. So much more remains to be done to consolidate the gains already made and to make further inroads into the teen driving problem especially among older teens who are novice drivers.

Report from the Attorney General's Office: George Jepsen

- Teen driving is a serious issue that is not only part of our professional lives but affects us all personally as well. We all know friends or acquaintances who were involved in fatal and serious injury crashes. We worry all of the time and we should. Car crashes are still the leading cause of death for teens.
- Our Connecticut GDL law has clearly had an impact on fatalities. That said, we must work harder to plant the seeds to change the culture of risk-taking that is part of the rite of passage into adulthood.
- Teens along with the rest of us have the ability to self-correct. We have had success with changing cultural norms on other issues such as smoking and safety belts. We can do the same with safe teen driving. It is great to see teens active on this issue as part of the DMV-Travelers Teen Safe Driving Video

Contest. They are making a difference.

- We need more programs like the teen driving video contest to induce lifesaving habits among this vulnerable population. The Attorney General's office will continue to strongly support all statewide coalition efforts to reduce teen driving crashes.

Report from the DMV Commissioner's Office: Andres Ayala

- The DMV through its driver and vehicle regulatory functions touches the lives of every family in CT and is aware of its enormous responsibility to keep roadways safe. The teen driving issue is also a personal one. When it was time for my teenage son to be licensed, the new GDL law helped to reinforce my own parental restrictions.
- The DMV is proud to be part of a broad coalition of advocates as the State observes the 10th anniversary of passage of its first GDL law. Much has changed in terms of positive outcomes. There has been an 84-percent drop in 16-17 year old fatalities since 2004. Since the strengthening of the GDL law in 2008, there has been a 64-percent reduction in novice driver fatalities.
- One of the unintended consequences of the GDL law has been delayed licensure for 18 and 19 year-old drivers who now face an increased risk of crashes because they were not exposed to the phased in restrictions of the GDL.
- The DMV would like to move forward on several fronts: (1) keep up the "drumbeat" for GDL implementation for 16 and 17 year-old drivers and accompany it with high-energy community outreach and education efforts and (2) explore the impact of the GDL law on delayed licensure. If new risk factors are identified, the DMV is prepared to move forward with proposals that would extend the benefits of phased licensing to a larger segment of novice drivers.
- DMV's commitment to safe teen driving is clear. As part of that commitment, it must help advance research and develop evidence-based countermeasures that can serve as sound public policy. We cannot stand still or we risk losing all of the gains we have made over the past ten years.

State of the State Presentations

Statistical Profile: Dr. Neil Chaudhary, Preusser Research Group (PRG)

- Connecticut has a long history of GDL involvement and is considered a national leader in this area. The first licensing restrictions were passed in 1997 with the requirement of a learner's permit. In 2004, passenger restrictions were put in place followed by nighttime driving restrictions in 2005. Finally, in 2008 after a series of high profile tragedies, more enhancements were added, including the parental course requirement and the 48 hour suspension for violation of any GDL requirement
- PRG found that as a result of improvements to the GDL law there was a higher decline in novice teen driver crash rates than those that existed for 18-19 year old drivers. The recession and delayed licensure were clearly factors, but it is clear that the GDL played a role in the higher decline for novice drivers. There were no similar declines for drivers aged 40 to 59 during the same time period of the study.
- Declines in Connecticut for novice teen drivers were also greater than declines for the same age group at the national level. Declines were also greater in Connecticut for novice driver crashes occurring at night.
- The unintended consequence of the GDL law of delayed licensure nonetheless has had a positive effect in preventing teens from crashing at an earlier age. What needs more study is a requirement to extend the benefits of the GDL to delayed licensees so they too can take fewer risk as novice albeit older teen drivers.

State of Teen Driving Outreach Efforts: Joseph Cristalli, Connecticut Highway Safety Office

- The DOT has implemented a strong multifaceted approach to the problem of teen driving. One of the facets of the program is community outreach in the form of the Save A Life tour that focuses on the risks of distracted driving. The program involves instruction, discussion and use of interactive driving simulators. Our goal for the program is to reach up to 60 high schools and 30,000 students in the 2014-2015 academic year.
- Also in play is an extensive media campaign that targets underage drinking. The "Not My Kid" theme features a TV commercial aimed at parents around the issue of knowing where their teens are and what they are doing. The commercial depicts a drunk driving crash after a teen has left a concert venue.

- A companion radio commercial entitled "Not My Little Girl" depicts an ambulance arriving at an underage drinking party. Outdoor billboards were also used to blanket the State with a powerful underage drinking message. The program was extended beyond the holidays to include 22 movie theaters around the State.
- The DOT also partners with MADD in implementing its Power of Parents initiative, which is designed to get parents to start a conversation with their teens about safe driving.
- Grants have been awarded to West Hartford and Mansfield to enforce the State's underage drinking law and to serve as models for other jurisdictions.
- The DOT is also working with the Connecticut Association of Schools to promote safe driving messages at State tournament events. A peer-to-peer program is also being developed with the involvement of School Resource Officers (SROs) and the support of the Governor's Prevention Partnership.

Two Hour Parent Class Study: Kevin Burrup, Children's Medical Center (CMC), Hartford Hospital

- Connecticut is unique and can serve as laboratory in evaluating the State-required two-hour parent-teen safety information class as part of its GDL law. Such a class holds promise for engaging parents in the teen driving process in a significant way. Any teen applying for a license is required to have his or her parents attend this class with the teen.
- The law recognizes the critical role that parents play in determining how their teen learns to drive, when their teen child can drive, how they will be supervised, what access to vehicles they will have and how the restrictions of the GDL law will be enforced at home.
- CMC conducted a study observing classes in 10 different driving schools. Instructors had positive interactions with parents and teens. Areas that were not well covered included the risks of teen driving, night time driving, brain development, financial liability and support (i.e. enforcement) of the GDL law. Schools did an excellent job in covering the provisions of the GDL law and the issue of distracted driving.
- The parental survey conducted as part of the study revealed the following: (1) 82 percent of parents thought the class was the right length (2) 92 percent thought the instructor was knowledgeable and (3) 90 percent thought the class helped them to better coach their teenage driver.

- The CMC study found that the two hour class can be a valuable tool for reaching parents and teens and seems to be supported by a vast majority of that target audience. There are content areas that can be improved.
- In addition physical tools could be added to the class such as a handout on the GDL law, a logbook to track teen driving hours, and finally a parent-teen agreement.

Law Enforcement of GDLs: Captain Marshall Porter, Farmington Police Department, representing the Connecticut Police Chiefs Association

- The numbers speak for themselves in terms of reduced teen driving crash rates. The coalition is doing a terrific job. One of the most effective things law enforcement can do is to get the word out and to collaborate with interested parents and advocates.
- GDL provisions provide unique challenges for law enforcement. Officers must have reasonable suspicion to stop a vehicle. GDL provisions put them in the position of guessing if violations are occurring. More data needs to be collected on "best practices" in enforcement of GDL laws.
- There are concerns about whether the GDL message is hitting home with parents. For a law to be effective, it must be known, enforceable and meaningful. Despite all of our messaging, most families are not sure of the specific provisions and penalties of the GDL. The 48-hour suspension appears to be the most useful tool in the GDL in terms of making the law known and meaningful.
- There may be a disconnect with the courts on the GDL and police need to do more to work more closely with prosecutors and judges.
- We should also explore the potential of technology such as tracking apps that parents can use in enforcing aspects of the GDL on their own.
- Parents may not be on board with all sections of GDL laws, particularly the section that restricts driving of siblings. After a while this can become an inconvenience and parents will begin to ignore it sending the wrong message to their teens. It opens the door to ignore other sections of the GDL.
- There has been no drop in GDL enforcement in Farmington since the 2008 law. Sustained enforcement combined with the close relationship with schools helps us to continue get the message to parents and teens to improve support for and compliance with the GDL.

Teens and Impaired Driving: Francis Carino, Chief State's Attorney's Office, Division of Criminal Justice

- Impaired driving played a role in a significant number of high profile fatal car crashes involving teens in 2013. The Division of Criminal Justice through the States' Attorney's Office aggressively prosecuted those cases.
- The DCJ pursues a five pronged approach to protecting teens on the roadway: 1) trying teens as adults when crimes involve a motor vehicle; 2) prosecution of provisions of the GDL law most notably passenger and cell phone provisions (in CT teens are precluded from using hands free devices except in emergencies; (3) enforcing the state's .02 BAC laws for teens; (4) being a strong partner in helping reduce distracted driving not just caused by use of electronic devices, but by any activity that impedes safe operation of a vehicle and (5) enforcing social hosting liability for adults who are aware and possibly supportive of underage drinking happening in their home.
- Parents and teens need to be educated and aware of State laws that restrict teen driving and underage drinking. Parents need to take a more proactive role in supervising and guiding their teens through this critical period in their lives. Organizations like MADD and its Power of Parents program as well as its school outreach programs can be very effective tools in the fight to reduce teen fatalities and serious injury crashes.

Community Mobilization Project and Adoption of GDL: Dr. Gary Lapidus, Children's Medical Center, Hartford Hospital

- We have that GDL laws can be effective, that parent and teen knowledge of GDL laws can vary, that law enforcement has challenges, and that half of all novice driver crashes involve violation of a GDL restriction.
- CMC wanted to know if the general deterrence and public education model used for safety belt and impaired driving laws could be replicated at the community level for GDL laws.
- GDL laws are not unlike vaccines which are progressively administered to newborns to protect them from child hood diseases. All of the provisions of a GDL when administered properly can vaccinate novice drivers from the risks associated with teen driving. Those provisions can be best administered with a fully involved and supportive community.
- Glastonbury was selected as a pilot site to test the community mobilization model. High school students to the lead in improving awareness with the help of State agencies and assistance from a local foundation. Activity centered on building GDL awareness around the school's parking lot pass program. The

school also formed a club around this issue and participated in a national teen video contest.

- Unfortunately, the project was unable to measure results in the form of a survey of parents and teens. That said, this kind of mobilization at the community level holds much promise for future creation of social norms around the provisions of the GDL law.
- We are looking at Bridgeport for starting another community mobilization project with the support of city leaders, education officials as well as community-based organizations.

Perspectives on the Teen Driving Video Contest: Ernie Bertothy, Office of Public Communications, Connecticut Department of Motor Vehicles

- The annual teen driving video contest which started after the onset of the newly strengthened GDL law in 2008 is the largest outreach project sponsored by the DMV each year and is truly a community effort. Our corporate sponsor and partner has been Travelers. The contest is derived in part from a recommendation by the Governor's Task Force that teens be made aware of the new law's provisions through the use of social marketing.
- The DMV partnered with Travelers initially to provide cash awards that expanded in number and value over the years. Other partners joined to lend their support and resources including physicians and researchers from Hartford Hospital Children's Medical Center (CCMC), Yale-New Haven Children's Hospital, and Saint Francis Hospital and Medical Center. The contest is one of the oldest sustained efforts of its kind in the country.
- The objective of the video contest each year is to use a different theme that can leverage the peer influence of fellow teen driving behavior through the use of creative 25-second videos. Themes have included "Involving the Community", "Steering Friends in the Right Direction", and in asking peers to take a pledge in making responsible decisions ("Are You In").
- The contest has achieved remarkable coverage. In its seven year existence, a total of 108 different schools have participated, submitting 800 videos produced by 3000 students. The annual awards ceremony hosted by Travelers functions as a mini Oscar event with the top ten participating schools not knowing where they will finish in the distribution of cash awards.
- The contest has become diverse and broad based in its perspective with a special award each year to the school which has produced the most effective video for a multicultural teen audience. The contest on its own continues to

attract a wide range of schools from both small towns and large urban areas, art magnet schools, and technical/vocational schools.

- The videos produced are posted on the DMV Web site and form a timeless archive of resources for parents, teachers, and advocates to use in furthering awareness of and support for the common sense lifesaving provisions of the State's GDL laws.

Impact of Different Passenger Types on Teen Driving Behavior: Pina Violano, Yale-New Haven Children's Hospital

- The Injury Prevention Center conducted a study to determine the relationship between novice driver-risk taking and the types of passengers also in the vehicle. Twelve high schools were recruited from around the state to complete a survey of self-reported behavior. Participants had to have a learner's permit or be licensed to as a provisional driver under the State's GDL law.
- Over 2,500 students responded to the survey with about 1,500 reported having siblings in their household. The survey asked a variety of questions regarding risk taking behavior when students were driving alone, with siblings, with friends, or with parents or guardians.
- Teens reported using seat belts most often when driving alone and less often when driving with friends, siblings, or parents. Teens with a learner's permit reported using seat belts less often than teens with provisional licenses.
- Teens also reported using a hand-held cell phone most often when alone and less often when driving with siblings or friends and least often when driving with parents. .
- Teens reported texting most often when driving alone, about equally often when riding with siblings and friends, and again not at all or least often with parents. .
- Teens were also asked how often they rode with different passenger types after consuming alcohol. Results showed that teens were least likely to drink with parents or siblings in the car. However, when driving alone or with friends, teens were more often likely to consume alcohol. Parents who consumed alcohol were also likely to use teens as designated drivers within the first six months of driving.
- In summary, parents are the safest passengers to have in the car.

**An Inventory of Hospital Based Teen Driving Outreach Programs in the State:
Marisol Feliciano, Director of Violence and Injury Prevention, Saint Francis
Hospital and Medical Center**

- Public health institutions such as hospitals are a critical component in helping us to understand the teen driving problem from a community and social norming perspective. St Francis Hospital conducted a survey of other injury prevention and trauma centers around the State and found nine hospitals actively implementing some form of teen driving outreach program.
- The hospitals reporting active sustained programs for at least the past five years include Backus Hospital (Norwich); Bridgeport Hospital, Bristol Hospital, St. Vincent's Hospital (Waterbury), Hartford Hospital's Children's Medical Center, Saint Francis Hospital (Hartford), Norwalk Hospital, Manchester Memorial Hospital, and Yale-New Haven Hospital. Many implement similar programs through community presentations or interaction with teens in a hospital based setting.
- Activities include bringing students to the hospital to witness mock trauma exercises for car crash victims in the emergency department; sometimes emergency medical technicians from the medical helicopter transport program, Lifestar, are included in presentations. Hands-on programming is the focus and sometimes involved with other units of the hospital, such as critical care or physical therapy or specific staff such as trauma surgeons or ER nurses.
- Students are given the opportunity to select what kinds of programming they would like to participate in when visiting a hospital. Mandated public health courses are also used as a vehicle to enable students to participate in the program.
- Personal testimony from real life victims is also added to make the program as convincing as possible. A significant portion of these programs takes place in the spring to coincide with prom season and graduation activities. Many hospitals also display crashed cars on their campuses as part of the program.
- Hospitals are also branching out to reach students in neighboring towns since car crash victims from those towns also form part of the catchment area for trauma and emergency care. Programs are also becoming more diverse in terms of new topics covered such as distracted driving laws and how they can impact both novice and fully licensed teen drivers.
- The frequency of outreach activities varies considerably by hospital and community. Some hospitals are conducting presentations as often as two to three times per month while others are engaging local students on a scale of three to four times per year.

- A number of hospitals have become very creative in their programming:
 - Connecticut Children's Medical Center (CCMC) has also implemented an innovative technology program for parents using smart phone apps to monitor their teens driving habits. The app assists and supports parents in providing guidance and supervision to novice teen drivers during their 40 hours of required on the road practice during the learner's permit phase and later during the first 12 months of licensure before they turn 18 years old.
 - Manchester Hospital enlisted the local high school drama club to produce a mock trauma video in the ER which was then shown to all students.
 - Yale New Haven Hospital used foundation grants to create and implement public awareness campaigns around texting and impaired driving.
- Trauma and injury prevention centers are working on a collective brochure documenting available teen programming around the State to keep each other as well as high schools around the state informed of the many resources available to support teen driving. Hospitals are also engaged in developing research to validate the value of programs already in place.

Lunch Presentation: Sherry Chapman of !MPACT and Tim Hollister, Author, Not So Fast

Sherry Chapman described the !MPACT model of engaging teens in safe teen driving. !MPACT is a 501-c-3 volunteer organization founded by the families of three teens who died in crashes in an eleven day period and within a 25 mile radius in central Connecticut in December 2002. Each !MPACT member has lost a teen, family member, or friend in a crash involving a teen driver. !MPACT's mission is to eliminate teen driving tragedies through awareness, education, and legislation. The group works to build awareness and works with legislators and agencies at both the state and federal levels.

!MPACT's main educational program is Drive 4 Tomorrow, which is presented at no cost at high schools, hospitals, religious organizations, and other community venues. Its audiences are mostly teens but sometimes teens and parents. !MPACT is supported by contributions and grants.

The typical Drive 4 Tomorrow presentation is 60 to 90 minutes, consisting of the personal experience of the speaker, a video of the speaker's teen/family member/friend, and an explanation of the risks of teen driving and what teens can do to protect themselves from crashes.

Sherry introduced !MPACT's current speaker lineup and the losses that motivate each of them to be speakers. She noted that the common denominator of the

crashes is speed and inexperience, though alcohol, distraction, and multiple passengers are also sometimes involved.

IMPACT has a statewide billboard program posters of teens who have died. She shared her son Ryan's memorial video.

In the educational portion of the Drive 4 Tomorrow program, IMPACT speakers work to "engage teen's heads by going through their hearts." Speakers don't preach and they use concrete images.

Speakers describe the three impacts of a crash: the car hitting an object, the people in the car slamming into something internal, and their vital organs smashing into each other, such as the brain slamming into the skull and lungs slamming into ribs, all of which create what is known as "blunt trauma," which is a predominant cause of injury and death in these crashes.

Speakers emphasize that all crashes are preventable, and that GDL laws are proven ways to prevent crashes. IMPACT asks teens in its audiences to take concrete steps to avoid the risks of driving, to empower themselves to speak up in dangerous situations, and to know how to get out of a car (such as by making up a stomach ailment or nausea) if necessary.

Sherry finished by reading comments from students who have attended IMPACT programs, reflecting their learning, including about the importance of not speeding, and of wearing seat belts.

Tim Hollister presented a summary of the presentation he makes to parents and teens about safe teen driving, primarily during the first half hour of the required two hour parent-teen safety class at driving schools. He summarized his main points as:

- The delayed development of the human brain, most notably the incompleteness of the judgment and restraint functions, and how parents need to factor this biological fact into their supervision;
- The importance of acting like an "air traffic controller," going through a safety checklist with a new driver each and every time he or she gets behind the wheel;
- The misunderstood and ignored dangers of teen drivers with teen passengers;
- The fact that siblings, even though allowed by law to be passengers earlier in the licensing process than non-family members, are just as dangerous as passengers if not more so, and parents take an enormous risk by having teens drive siblings;
- The critical difference between purposeful driving and joyriding;
- Why texting is so dangerous, because its effect is eight to ten seconds of driving without attention to the road;

- The growing dangers of dashboard mounted, interactive, Internet-connected screens as a distraction while driving;
- The trap of the unwary in forms sent home by schools, asking parents for permission for teens to drive with teen passengers to and from school events;
- The importance of parents and teens signing a parent teen driving agreement; and
- An easy way for parents to bear in mind and concentrate on the five biggest dangers in teen driving: PACTS, Passengers, Alcohol, Curfews/Night Driving, Texting, and Seat Belts.

Summary of Afternoon Workshops

Workshop 1: How Can We Collaborate to Improve Teen Driver Laws?

Facilitators were Sherry Chapman of IMPACT, Angie Byrne of the National Highway Traffic Safety Administration, and Dr. Brendan Campbell, Surgeon and Director of pediatric Trauma at Connecticut Children's Medical Center. Dr. Campbell delivered the summary:

- The two critical bases of this topic are law enforcement, especially the safe teen driving community's partnership with State and local police; and education of parents and teens about GDLs;
- Educating communities about GDL is similar to vaccinating communities from disease: if we can achieve about an 80 to 85 percent compliance rate, education will take hold in the community and crash rates will decrease even further;
- Connecticut has enjoyed a great partnership with the State Department of Transportation, led by its representative Joe Cristalli, who has provided DOT funds for key programs; and the State Department of Motor Vehicles and Bill Seymour there.
- Connecticut should examine further whether a decal requirement similar to New Jersey's could be implemented because law enforcement needs to be able to identify teen drivers.
- Connecticut's mandatory two-hour class for parents and teens who have a learner's permit is a great asset and should be studied for possible improvements.
- GDL information might be given out by insurers when a household signs up a teen driver on a policy, including information about the penalties for GDL violations.

- DMV should consider whether the state's driver knowledge and road tests are too easy and set too low a bar for new drivers.
- While it would be impossible for DMV to inspect every 40-hour on-the-road-experience teen driver log, perhaps DMV could audit some to give parents the message that the logs are taken seriously.

Workshop 2: How Can We Work with Law Enforcement to Improve Teen Driver Safety?

Facilitators were Trooper Kelly Grant of the Connecticut State Police; Captain Marshall Porter of the Farmington Police and the Connecticut Police Chiefs Association; Dr. C. Steven Wolf of Saint Francis Hospital and Medical Center and Faith VosWinkel of the State Office of the Child Advocate. Dr. Wolf delivered the summary:

- The provision in the GDL that allows law enforcement to confiscate a teen's license and impound the car or 48 hours is effective because it has an immediate impact and is not subject to later modification by the courts, but the law's use of the word "shall" is confusing, because while "shall" implies mandatory action, law enforcement need and use discretion in these situations.
- In addition, the "48 hour stops" are not entered into the state DMV's main licensing computer system for immediate viewing, so law enforcement do not have a record of past stops of this type.
- With law enforcement representatives present, the group discussed the issue of consistency in law enforcement across Connecticut's 169 towns and the state police. DMV and the Connecticut Police Chiefs Association should discuss how to promote consistency and to understand differing views among officers about GDL and its enforcement.
- Law enforcement view education about laws in general and GDL in particular as part of their job, and the safe teen driving community should be aware of this and take advantage of it.
- GDL enforcement might be undertaken through school district/board of education newsletters.
- Resources in schools to educate parents and teens about GDL vary from town to towns; a question was raised about whether GDL education should be part of the program of "healthy choices" promoted by school nurses.
- DMV can help GDL enforcement by making available to law enforcement on their computers better information about GDL penalties/license suspensions; by making sure that all tickets (whether paper or electronic) have the proper GDL

categories listed; and by making it easier for police, when stopping teen drivers, to know if the teen is operating under GDL restrictions.

- Checkpoints are problematic for GDL enforcement since it is not clear if probable cause exists for stops in the same way as alcohol, and also there is the issue of funding for GDL enforcement (also, in this day of immediate social media alerts, checkpoints can lose their effectiveness rapidly).
- Decals for teen drivers have proven effective in New Jersey and should be considered in Connecticut.
- The 40-hour on the road logs that parent fill out for DMV often show that parents are not good teachers of their teen drivers, which is consistent with research that teens do better when taught by someone other than a parent.

Workshop 3: What Partnerships Can Be Formed to Prevent Distracted Driving?

Facilitators were Aaron Swanson of the Connecticut Department of Transportation; Henry Edinger of Travelers, and Sgt. Rory DeRocco of the Danbury Police Department. Mr. Edinger delivered the summary:

- One reality is that making things inconvenient for parents gets their attention, such as the 48-hour stop part of the GDL law, which appears to have gotten families' attention, such that there are few repeat offenders.
- In teen driver safety we face some opposition from parents and legislators, such as the bills in the legislature to water down parent attendance at the mandatory two hour class.
- The teen driving safety community should strive to speak with one voice from one "clearinghouse" or at least strive to have a consistent, informed source available to legislators, school, and others.
- With regard to distracted driving, we need to continually consider peer to peer programs, use of schools nurses and their health curricula, and partnerships with legislators.
- Connecticut should consider designated texting zones (pull-over parking spots to conduct texting) as New York has done, and should consider encouraging retailers and malls with large parking lots to provide areas for texting.
- Drivers should be encouraged to put their phones in the glove box while driving, to eliminate the allure of having the cellphone available.
- Distracted driving messages need to be sent out daily, not just intermittently.

- A key challenge for legislators is keeping up with technology, such that we should consider a law that is broader than texting on cellphones.

Workshop 4: How Can We Increase Awareness of Teen Driver Safety and GDL Among Undocumented Residents now Eligible for Driver Licenses?

Facilitators were Pina Violano of Yale-New Haven Children's Hospital; Marisol Feliciano of Saint Francis Hospital and Medical Center and Ernie Bertothy of the State Department of Motor Vehicles. Mr. Bertothy delivered the summary:

- DMV is now dealing with a new population of undocumented adults and teens, who are eligible for licensing; the first challenge is educating them about why a driver's license is important, who is eligible to get one, and how to get one (that is, a different message from much of safe teen driving and GDL).
- Safety and licensing go hand in hand in reaching out to this new population.
- DMV needs to find messengers who are trusted spokespeople for the Drive Only program, who can overcome distrust of government; police, school officials, and hospital staff are candidates to be such messengers.
- When it comes to licensing undocumented residents and reaching out with safety information, everyone is a stakeholder.
- DMV currently provides written tests in English, Spanish, Polish, French, Portuguese, Italian, and Mandarin Chinese, and each language has a community that needs and has people who are willing to be messengers about licensing and safety.
- Driving schools face particular challenges in dealing with multiple languages, and DMV needs to provide help.

Workshop 5: How Can We Improve Parent Education and Community Outreach?

Facilitators were Tim Hollister, Author of Reid's Dad Blog; Garry Lapidus of Connecticut Children's Medical Center; Bill Seymour of the State Department of Motor Vehicles and Aaron Kupec of AAA. Mr. Kupec delivered the summary:

- As to the two hour parent-teen class, the driving schools appear to be doing a good job of using this tool to teach GDL basics, but recent research by Connecticut Children's Medical Center suggests that topics worthy of greater emphasis are delayed brain development, the inexperience of teens even when they have taken driver's education, and night driving.

- The safe teen driving community needs to convey to legislators that it is a bad idea to roll back required parent involvement for younger siblings of licensed teens because one of the key values of the class is the parent conversation with each teen driver.
- Community outreach and education may be different for each town and community, such as whether town government, or the school system, or some combination, are the best way to reach families about safe teen driving.
- Non-profit organizations in each community may be a means of outreach and communication.
- In outreach, the safe teen driving community needs to look for opportunities to capitalize on the emotional reaction that follows a serious crash or fatality, but also to not act too soon, or inappropriately.
- One way to reach parents is to convey better information about the financial cost and liability that can result from teen driver crashes.
- Social media is obviously a key component in outreach to communities, with Facebook having emerged as a key tool for parents, even if it is reaching fewer teens than in the past.

Conference Recommendations for Follow-Up Actions

1. Maintain education and outreach efforts about how GDL and enforcement save lives and prevent injuries.
2. Explore the impact of GDL for 16 and 17 year-olds on delaying licensing of 18 to 21 year olds.
3. Consider extending GDL to ages 18 to 21.
4. Support efforts to end distracted driving, such as DOT's Save A Life Tour and its use of simulators.
5. Continue and expand work to stop underage drinking and driving, such as the "Not My Kid" TV commercial and movie theater campaign.
6. Partner with MADD's Power of Parents program on underage drinking and driving.
7. Work with the CT Association of Schools to target safe teen driving at state public school sports events.

8. Support peer-to-peer safe teen driving efforts with school resource Officers.
9. Continue to evaluate and improve the two-hour parent class for parents and teens that are required when the teen has a learner's permit.
10. Draft and distribute a model curriculum for the two hour class.
11. Improve the ability of law enforcement to identify a teen driver operator of a motor vehicle to assist in GDL enforcement.
12. Consider implementation of a decal system similar to that used in New Jersey.
13. Continue to evaluation the use and promotion of technology such as phone apps to help parents monitor their teen drivers and comply with GDL requirements.
14. Educate parents about the rationale for Connecticut's restrictions on siblings as passengers during the learner's permit and first six months of likening stages.
15. Continue the Division of Criminal Justice's five-part program for dealing with teen drivers.
16. Publicize Glastonbury's community engagement with safe teen driving as a model for other communities.
17. Work with school groups to promote a high school parking lot sticker program similar to Glastonbury's.
18. Continue to support the statewide video contest, sponsored in recent years by Travelers, as a way to promote public awareness and student involvement in safe teen driving.
19. Step up efforts to increase the percentage of teen drivers and passengers who wear seat belts.
20. Educate teens and parents about the risks of hands-free and voice- activated systems while driving.
21. Support hospital-based teen driver programs such as mock crashes, trauma programs, public health initiatives, and use of pediatricians to convey safe driving information.
22. Continue the DMV program, "You're NOT Just Along for The Ride, Safety Is EVERYONE'S Responsibility," that emphasizes driver and passenger safety among teens.

23. Use insurers of teen drivers as a mechanism for distributing GDL information.
24. Have CT DMV consider making the written test for teen drivers more difficult.
25. Have CT DMV consider spot audits of the 40-hour logs filed by parents as a way to demonstrate that they are taken seriously.
26. Educate law enforcement about the "48-hour pull" provision of the state's teen driver law.
27. Work with DMV and State and local police to enter 48-hour stop into the state's licensing computer system.
28. Work with the Connecticut Police Chiefs' Association to develop content and protocols to promote consistent GDL enforcement across the state.
29. Encourage local boards of education to include GDL information in their communications to parents.
30. Work with law enforcement and DMV to ensure that all tickets, paper and electronic, contain GDL violation categories, to assist with enforcing and improve tracking statistics.
31. Resist efforts to water down the attendance requirement of parents at the two-hour parent class.
32. Consider identifying one organization to act as a statewide clearinghouse for GDL information.
33. Consider developing a texting zone program in CT similar to New York State.
34. Encourage teen drivers to turn their cell phones off and place them in the glove box before driving, so as to avoid the temptations of having the cell phone on and accessible.
35. Encourage legislators to consider broadening that state's electronic device law beyond use of cellphones for texting.
36. Support DMV's Drive Only program for licensing of undocumented residents, and focus especially on young driver safety.
37. Consider ways to educate parents about the costs of GDL violations, such as increased insurance premiums and potential liability if teen drivers violate the law.

Consider the use of social media as a means to promote safe teen driving.

List of Those Reserved to Attend the Conference

Stacy	LaClair	Travelers
Henry	Edinger	Travelers
Bill	Seymour	DMV
Aaron	Kupec	AAA
Richard	Hastings	Hastings, Cohan & Walsh LLP
Amanda	Johnston	The Governor's Prevention Partnership
Kelly	Murphy	The Safety Group
Kevin	Borrop	Connecticut Children's Medical Center
Fran	Mayko	AAA Southern New England
Claudette	Carveth	CT Dept. of Consumer Protection
Johanna	Krebs	Mothers Against Drunk Driving
Amanda	Mueller	Cashman + Katz
Kevin	Dougherty	Mothers Against Drunk Driving
Amber	Monck	Mothers Against Drunk Driving
Robbin	Cabelus	Dept of Transportation
joseph	cristalli	Dept of Transportation
sharon	mierzwa	The Governor's Prevention Partnership
Sherry	Chapman	Mourning Parents Act, Inc.
Sherry	Borgeson	Cromwell Public Schools
Kristina	LaPak	Norwalk Police Department
Nathaniel	Paulino	Norwalk Police Department
Mary	LaChappelle	!MPACT
Scott	Wilson	All-Star Driver
Steve	Mochel	Fresh Green Light
Marie	Trant	Lewis School of Driving
Edward	Costa	All-Star Driver
Angela	Brooks	AVON DRIVING SCHOOL
sebby	giannone	frank's driving school
Anisia	Chatarpal	Fresh Green Light
John	Pertoso	Jerry's Driving School
Casey	Hubelbank	Phil's Driving School
Jessica	Johnson	Global Driving School
John	Prado	Global Driving School
Angie	Byrne	NHTSA
Tim	Hollister	From Reid's Dad - Blog
william	rayder	Lyme-Old Lyme HS
sal	calafiore	santo driving school
Brandon	Dufour	All-Star Driver
Qingning	Shi	Hylite Driving School
Philip J,	Michaud	Driving Instructor
Cici	Petri	CC Driver Education Driving School

Michael	Ash	Harford Job Corps Academy
Jeffrey	Miller	BuckleMate Inc.
Laura	Shuler	Fresh Green Light
James	MacPherson	Freelance Auto Writer; AAA Instructor
Neil	Chaudhary	PRG Inc
Kristina	Lapak	Norwalk Police Department
Nate	Paulino	Norwalk Police Department
Barry	Thayer	Thayer Driver Education
Karen	Midura	Glastonbury
Caroline	Mormile	Middlesex Driving Academy
Shahry	Shilati	American School for the Deaf
Jennifer	Shorette	AAA Allied Group, Inc.
Tim	Ackert	State Legislator
Susan	Gannon	Colchester Academy of Driving
Robert	Patz	Patz Driving School
William	Garraty	Law Public Safety & Health Academy
Meghan	Clough	Injury Prevention Center
Jonathan	Morgan	James Hillhouse High School
David	Raposa	AAA Northeast
Lloyd	Albert	AAA Northeast
Garry	Lapidus	Connecticut Childrens Medical Center
Mark	Palmer	Coventry Police Department
Kathleen	Dauria	Travelers
Courtney	Larkin	Travelers
Velandy	Manohar	MD
Steve	Rourke	AAA Driving School
Gillian	Schaff	William W. Backus Hospita
Brendan	Campbell	Connecticut Children's Medical Center
Renee	Mitchell	CT Department of Public Health
Gayla	Daigle	Department of Motor Vehicles
Chuck	Conroy	NYS DMV/GTSC
Michele	Goodson	Liberty Drivers Ed Cntr LLC
Dane	Goodson	Liberty Drivers Ed Cntr LLC
Kathy	Reed	South Windsor Youth and Family
Stephen	Hoover	South Windsor Police Department
Glenn	Buonanducci	South Windsor Police Department
Michele	Ellicks	MassDOT/Registry of Motor Vehicles
Howard	Knepler	Knepler Driving Schools
Jeff	Larason	Safe Roads Alliance
Kathleen	Rodriguez	Airway Driving School
Andres	Ayala	Commissioner - DMV
Tony	Guerrera	State Representative
Pina	Violano, RN	Yale-New Haven Children's Hospital

Steven	Wolf	St. Francis Hospital & Medical Center
Faith	Vos Winkel	Office of the Child Advocate
Donna	Doucette	!MPACT
Francis	Carino	Office of the Chief State's Attorney
Kathleen	Costello	Office of the Child Advocate
Keith	Pannella	The Driving School of Fairfield
Marshall	Porter	Farmington Police/CPCA
LARRY	MOORE	EDWARDS DRIVING SCHOOL

